CALIFORNIA HYDROGEN HIGHWAY NETWORK

ILLUSTRATIVE SCENARIOS FOR HYDROGEN STATION PLACEMENT

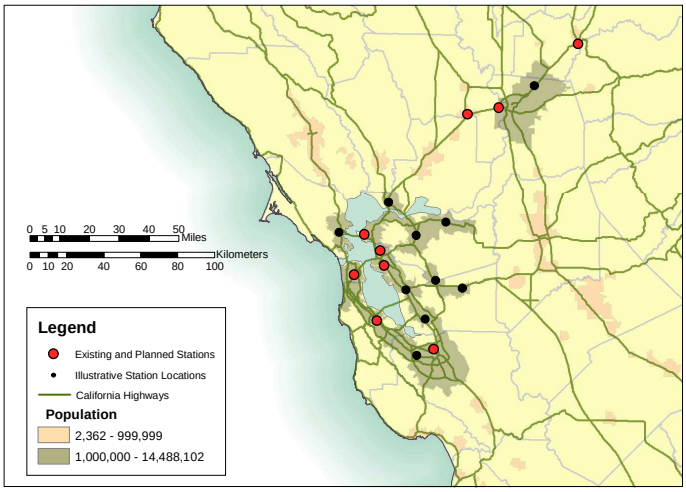
Phase 1 Siting Strategy

The siting strategy for the California Hydrogen Highway Network (CA H2 Net) is based upon a combination of factors that are used to determine specific locations providing the greatest hydrogen usage and linkage potential. This means matching stations with vehicles and siting them in a way that is most useful to Californians both now and long term. To accomplish this, vehicles will most likely initially be placed in fleets (or "clusters") in California's major metropolitan areas (Los Angeles, San Diego, Sacramento, and San Francisco), and then linked together as the vehicle population grows.

Below are illustrative examples of how stations might be sited for Phase 1. The two maps below portray a 50-station network for the major population centers of Northern and Southern California. If warranted in Phase 1, 50 additional stations (for a total of 100 stations) could be placed in high-utilization locations and link the urban areas together.

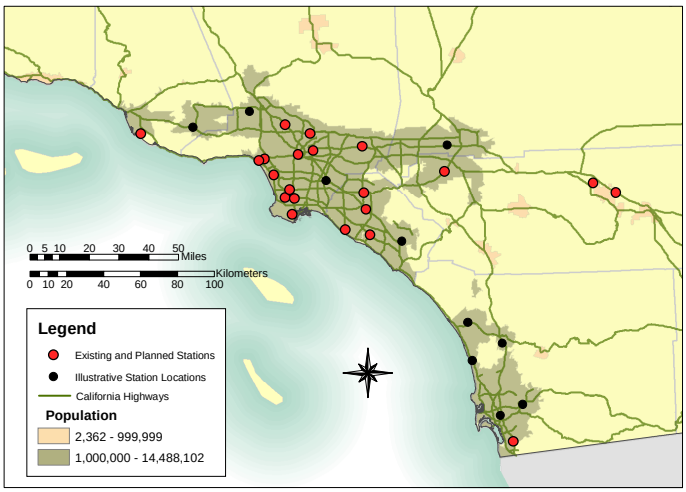
Phase 1: Northern CA

For illustration purposes, this map shows nine existing or currently planned stations (red dots), and ten additional stations (black dots) as they might be sited in the Bay Area and Sacramento in Phase 1.



Phase 1: Southern CA

For illustration purposes, this map shows 21 existing or currently planned stations (red dots) in the Los Angeles and San Diego areas along with 10 additional stations (black dots) as they might be sited in Phase 1.



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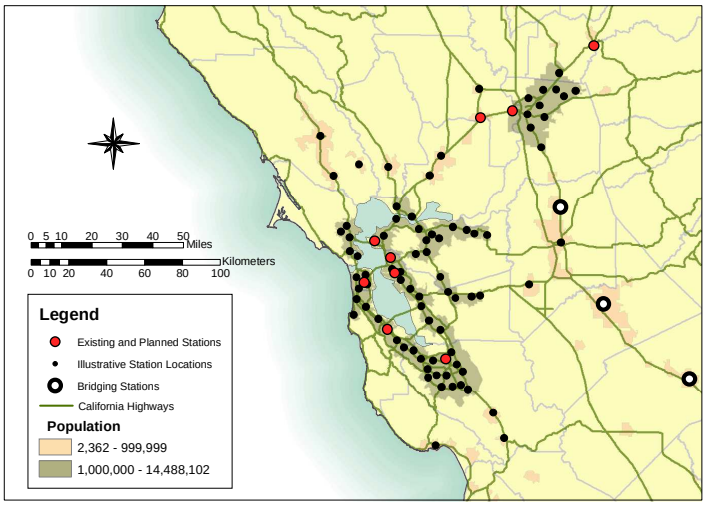
Phases 2 and 3 Siting Strategies

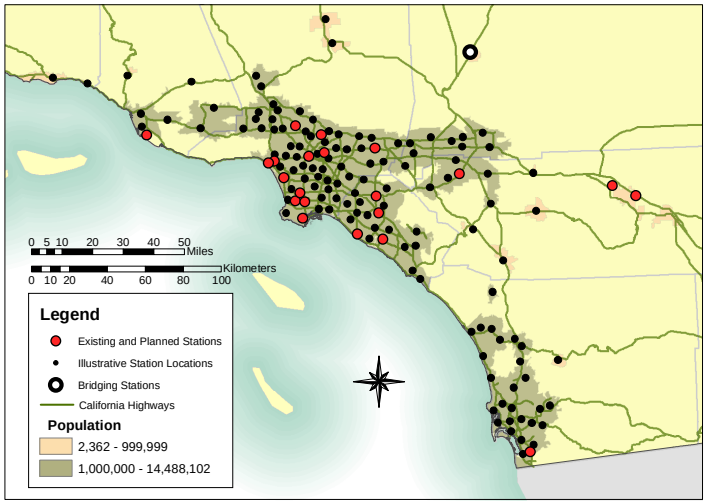
Embarking on Phase 2 is contingent on the completion of Phase 1 and the results of the biennial reviews. A network of 250 hydrogen stations and 10,000 hydrogen vehicles marks the exit gate for Phase 2. The vehicles-to-station ratio is similar to that in Phase 1, but with expanded numbers of vehicles in broader applications, and an expansion in energy station deployments. Also in Phase 2, hydrogen home fueling stations may begin to play an enabling role for the CA H2 Net. These may even be small-scale residential energy stations that allow homeowners to fuel their vehicles while also powering, heating or cooling their homes.

Phases 2 and 3: Northern California



In Phase 3, the number of stations is anticipated to remain constant while the number of hydrogen end uses doubles to 20,000 vehicles. Phase 3 also assumes an expanded role for energy stations. Early stage development of all hydrogen stations will focus on regional network clusters in key Northern and Southern California urban areas, but these regional clusters will ultimately be connected to form a comprehensive state network.

Phases 2 and 3: Southern California



As the statewide network of hydrogen stations is built up in Phases 2 and 3, strategic stations that link large urban centers will play a more prominent role in the CA H2 Net. A statewide bridging network is envisioned that will focus on station deployments along Interstates 5, 10, 15, and 80.